

Gordons

Transp.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS • WAREHOUSEMEN & HELPERS
OF AMERICA

OFFICE OF
MURRAY W. MILLER
TENTH VICE PRESIDENT



February 18, 1964

1330 N. INDUSTRIAL BLVD.
DALLAS 7, TEXAS

Mr. James R. Hoffa, General President
International Brotherhood of Teamsters
25 Louisiana Avenue, N. W.
Washington 1, D. C.

ADMINISTRATIVE FILE

Gordon Transport
X
X

Dear Sir and Brother:

The correspondence sent to your office by members of our Local Union in Decatur, Alabama, concerning grievances in regard to their seniority with Gordon's Transport Company, please be advised that these members have on numerous occasions been before the grievance committees and each time they have been ruled against.

I am advising them now that if they have a seniority grievance as a result of the change of operations that was approved by the Change of Operations Committee they should file the same with their Local Union. I don't know of anything else we can do for these people.

With best wishes, I remain

Fraternally yours,

Murray W. Miller

Murray W. Miller
Vice President & Area Director

MWM:bb

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CHIEF OF POLICE
DALLAS, TEXAS

Confidential Files

ADMINISTRATIVE FILE

Gordon Transport

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January 24, 1964

Mr. Murray W. Miller
10th Vice President, IBT
1330 North Industrial Boulevard
Dallas 7, Texas

Dear Sir and Brother:

Enclosed please find correspondence
from Teamster members in Alabama, which is self-
explanatory.

This is being sent for your informa-
tion and disposition. Please send report to
International office.

Praternally yours,

James R. Hoffa
General President

JRH:js
Enclosure

January 19, 1964

Mr. James R. Hoffa
% Patton Hotel
Chattanooga, Tennessee

Dear Mr. Hoffa:

In connection with our conversation with Mr. Bufolino at Chattanooga on January 18, 1964, we will outline to best of our ability working conditions and changes in operations from time Gordons Transports applied for right to purchase Decatur Transit Truck Line in June of 1957 until present. We will state facts below as accurately as possible to the best of our ability.

In 1957 Decatur Transit had 17 road drivers in system domiciled as follows: Decatur, Alabama 8, Birmingham, Alabama 2, Huntsville, Alabama 3, Atlanta, Georgia 1, Memphis, Tennessee 1, Chattanooga, Tennessee 1, and Sheffield, Alabama 1. Decatur domiciled drivers were running between all points served by Decatur Transit. After receiving temporary authority to operate Decatur Transit Gordons Transport domiciled all road drivers at Decatur, Alabama Terminal. During approximately three years period which Gordons operated Decatur Transit under temporary authority all road drivers had good running and had a peak employment of 18 men. During this time Decatur domiciled drivers ran from Decatur to Atlanta, Georgia with irregular runs into various points in Alabama, Georgia, and Tennessee. Memphis domiciled drivers began pulling all freight between Memphis and Decatur, Alabama.

On July 31, 1960, Memphis drivers began running between Memphis, Tennessee and Atlanta, Georgia. When this happened grievance were filed by Decatur drivers for seniority on Memphis board to pull Memphis to Atlanta freight. Tri-State committee denied this claim.

Mr. M. W. Miller was contacted and he wrote Tri-State Committee to rehear this grievance, that this was an injustice to Decatur domiciled drivers. Tri-State committee deadlocked on second hearing and this was sent before joint area committee. Joint Area Committee upheld earlier decision and denied this grievance. Letter was written to Mr. Harold J. Gibbons for investigation. Mr. Weldon Mathis came down and investigated and another hearing was held before Tri-State Committee. Mr. Bufaleno has a copy of this decision that was rendered on May 1962.

In June 1962 Mr. C. E. Griffith came to Decatur, Alabama and held a meeting with the drivers to see which of them wanted to go to Memphis and hold company seniority for vacations layoffs, and all other purposes except bidding, and they would work six men in Decatur, Alabama. This is why six men stayed at Decatur, since then about three men is all they have worked.

page 2;

In July 1963 Gordons had change of operations from Chicago to Atlanta, Georgia and Birmingham, Alabama via Decatur, Alabama and refused to allow Decatur drivers to bid on any of these runs. Memphis domiciled drivers were allowed to bid the Atlanta, Georgia to Hopkinsville, Kentucky and Birmingham, Alabama to Hopkinsville. At the same time Gordons had change of operations from Memphis to New Orleans. Part of the Jackson Mississippi drivers were allowed to move to Memphis and hold super seniority on the Memphis to New Orleans runs.

Of the six men who remained in Decatur two are running enough to make a living, two are on board but not running enough to make a living and two are on layoff.

We feel that we have been done wrong, that work has been taken away from Decatur terminal and given to other terminals without giving Decatur domiciled drivers a chance to go on board at any other terminal. All we desire is justice, a chance to work with equal opportunities as members of union in other locations.

Yours truly,

W. T. Chandler
B. R. Dobbins
E. B. Roberts
E. H. Turner

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